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Via email

Joseph Horwedel
Planning Department
City of San Jose

RE: A subsequent EIR for the types of buildings proposed in project PD13-039

Dear Mr. Horwedel:

A stated goal of the San Jose city council is to promote high-tech manufacturing that creates high-wage jobs within San Jose. Residents of Alviso support such development when implemented honestly and with reasonable moderation.

Trammell Crow's November 1, 2013 plan set for project PD13-039 shows two buildings labelled as HI-TECH MANUFACTURING BUILDINGS. Their design is actually better suited for warehousing, distribution, or as a truck terminal. Below is a table of the characteristics of industrial buildings for different usages as defined by the National Association of Industrial and Office Properties (NAIOP), of which Trammell Crow and its parent, CBRE, are prominent members.

Usage	Manufacturing	Warehouse	Distribution	Truck terminal	Flexible use
Loading dock arrangement	Many	Many	Many	Many across two opposing sides of the building	Many
Square feet per loading door	Varies	5000-15000	3000-10000	500-5000	15000+
Clearance height within building (feet)	10+	16+	16+	12-16	10-24

The buildings have loading docks on two opposing sides, as would be optimal for a truck terminal. HI-TECH MANUFACTURING BUILDING #1 has a loading dock to square foot ratio of 1:4689. That is more

loading docks than needed even for warehousing, and in the range of a distribution facility or truck terminal. The clear height within the building is approximately 28 feet, making it well-suited for stacking crates.

Lobbyists point out that high-tech manufacturing would create high-wage jobs. Warehousing and distribution facilities would not.

The project proposed by Trammell Crow has 120 loading docks along paved driveways adjacent to an elementary school and the front yards of dozens of houses. The building could produce significant noise near houses at night; diesel exhaust during school hours; and disturbing sweeps of headlights across the area designated for burrowing owls.

The property has three real-estate-savvy neighbors: Jubilee Christian Center, Carlyle Group, and South Bay Development. All had contact with Trammell Crow and saw the plans change such that office buildings screen their views of the warehouses. That keeps their corporate-owned properties nicer and maintains their property values. Their properties are used only on Sunday mornings or during business hours. **The last parties to the table were the residents of Alviso and the George Mayne elementary school. That seems to be why the warehousing and distribution buildings are placed to the side of the property up against the homes and school.**

Alviso is a small and quiet predominantly Mexican-American neighborhood and probably one of the least affluent in the city. Few Alvisians know how to navigate the city planning process. This leaves the Alviso community at the mercy of the planning objectives of the City of San Jose. **The Alviso residents, and their children depend on the San Jose city council and planning department to protect their health, safety, and quality of life.** So far we have been neglected.

We support job creation, growth, and development within San Jose, but the residential neighborhood of Alviso need not bear the punishment of industrial growth. City Council just recently amended the Water Pollution Control Plan Master Plan in a way that zones undeveloped areas near SR 237 and Zanker Road for light-industrial use. That area, which is far from residential neighborhoods and schools, but close to freeways, would be ideal for manufacturing, warehousing, distribution, and truck terminal types of facilities.

The Cisco project EIR, of which project PD13-039 claims the benefit, has considered nothing but office buildings. For example, its noise study explicitly considers only the noise of rooftop air conditioners and starting cars. A project according to the November 1, 2013 plan set, which includes two warehousing and distribution centers described as HI-TECH MANUFACTURING BUILDINGS would certainly have unmitigated negative noise impacts, would likely have unmitigated negative air quality impacts due to the presence of large numbers of diesel-powered trucks, would likely have unmitigated negative impacts to the neighboring burrowing owls due to night-time activity, and might have other unmitigated negative impacts that I have not anticipated.

If the applicant continues to propose such facilities adjacent to the residential neighborhood and school, please require a complete CEQA Article 11 section 15162 subsequent EIR that takes such buildings into consideration.

Regards,

Jonah Probell

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